

HONGKONG JOTTINGS.

There is no doubt we shall have a great deal of "God save the King!" to-day in Hongkong, and I am sure that the wish is very genuinely uttered. Tedious persons have computed on former occasions the amount of times, which the expression is used per diem all over the British Empire on such great days as this, and the amount of noise made by the National anthems played in the twenty-four hours. I am glad to say I forget both sums, but I remember enough to be thankful I am not hearing all these anthems at once. A *feu-de-joie* is quite enough for me. I hear that it is likely to be also for some of the horses at to-day's Paro in the Happy Valley. It has even been hinted that we may see an officer or two suddenly dismounted; of course, I would not for the world mention about which corps this prophecy has been made. It will doubtless be a consolation to think that such things have happened in the best regulated cavalry, and even in Royal processions. The Paro, however, will certainly be enjoyed by all nationalities in our varied selection on this island, and by none more than by the Chinese.

There are two matters of domestic concern which one rarely fails to hear discussed nowadays in Hongkong wherever two or three householders are gathered together. I refer to rents and gas. With regard to the rents which residential property now commands both on the Island and at Kowloon, I have heard the opinion expressed that rents are higher in Hongkong than in any other city or town in the whole world. It may be so, but, on the other hand, there are few places I suspect, where the cost of building a house approaches the figures which are now asked in Hongkong. Lucky are the men who invested money in house property ten years ago or more. I heard recently of an estate of \$70,000 being made for some house property on the Hill which originally cost its owner only \$7,000, and that offer was declined. Rents in recent years have taken very big jumps. Houses which let seven or eight years ago for \$40 and \$50 a month are now sought after at \$100 and \$120, not including taxes. Evidently some people in Hongkong must be making money in spite of the instability of the silver dollar.

As to gas—well, if the supply were in the hands of an individual rather than in those of a company or corporation, which in classic phrase is "without a body to be kicked or a soul to be damned," his lease of life would be short. The complaints made in the few letters which have appeared in the local papers are re-echoed apparently by scores of consumers on the higher levels of the Colony, and from the many cases which have come within my own knowledge I imagine the time of at least one clerk must be pretty fully occupied in reading and giving unsatisfactory replies to letters of complaint both as to deficiency of pressure in the mains and erratic charges. Let us hope that with the completion of the work which the company now has in hand—I refer to the provision of larger mains—these causes of complaint will be remedied. This work ought to have been taken in hand long ago.

Jack ashore dearly loves a bicycle. Any evening as the dusk approaches one can see him wheeling his damaged machine back to the bicycle-shop, for it is a curious thing that he nearly always contrives to have a spill in the crowded streets. The other day I saw two blue-jackets coming from the East end into town. One's bicycle had broken down, both pedals gone, and the other had the daretail in tow with a rope. There is just a suspicion, though, that some of the Chinese bicycle-riders "take" the machines before letting them out to the sailors so that they will be almost sure to collapse in some part. Then of course the dealer pockets the \$5 security which Jack had to lay down before he could get out the bicycle.

Many Hongkong residents will regret to learn of the death of Admiral Sir Alexander Buller, K.C.B., who was Commander-in-Chief on the China station from 1895 to 1897. During that time the Admiral made himself very popular in the East, and the highest regard was entertained for him. He died with painful suddenness last month whilst hunting in his native county of Devonshire. Admiral Buller was I believe the first president of the Devonian Society of Hongkong, and a prominent place is always found for his portrait on the wall of the room in which the society has its annual dinner.

IMPORTS.

Hongkong, 7th November.
The latest imports to this port are as follows:
2,000 tons of hemp and general per s.s. *Sunghing* from Manila, 6th inst.
2,500 tons of coal per s.s. *Ellen Rickmers*, from Moji, 7th inst.
60 tons of general per *Hai Lan* from Fakhai and Hoihaio, 6th inst.
1,199 tons of general per *Itami Maru* from Bombay and Singapore, 6th inst.
10 tons of general per s.s. *Rohilla Maru*, 6th inst.

VICTORIA MEMORIAL HOSPITAL AND JUBILEE ROAD.

OPENING CEREMONY.

On Saturday afternoon the Victoria Memorial Hospital was formally opened by His Excellency the Governor, Sir Henry A. Blake, G.C.M.G., and the Jubilee Road handed over to the Government by Hon. Sir Paul Chater, G.C.M.G., on behalf of the Jubilee Committee. The ceremony took place at the Hospital in Barker Road. Among those present were Lady Blake, Sir John Keane, Bart. Private Secretary; His Honour Sir William M. Goodman, Chief Justice, and Lady Goodman; Hon. Sir Henry S. Berkeley, Attorney-General, and Lady Berkeley; Mrs. May; Hon. Dr. J. M. Atkinson, Principal Civil Medical Officer; Hon. Dr. Ho Kai, C.M.G.; Hon. W. Chatham, Director of Public Works; Captain F. W. Lyons, Acting Captain Superintendent of Police; Dr. G. H. Bateson Wright, Mr. J. Dyer Ball, Mr. L. C. Ross, Mr. B. Brotherton, Mr. J. R. Michael, Dr. E. A. R. Laing, Mr. H. W. Bird, Mr. Ho Fook, Mr. S. W. To, Mr. Ho Kem Tong, and Mr. Hu Shun Chuen. The building was finely decorated with flags, the decorations having been carried out by Edg. Signalman F. Ransted, and W. Foster, of the Tower, under the superintendence of Mr. J. Coyle of the Public Works Department.

His Excellency the Governor having taken up a position on the steps leading to the door of the Hospital.
Hon. Sir PAUL CHATER said—Your Excellency, ladies and gentlemen—The Committee formed for the purpose of carrying out this Colony an adequate and suitable permanent memorial of the late Queen Victoria's Diamond Jubilee—or such few of them as are left after a six years' interval—have invited your Excellency to meet them here to-day to take over, as head of the Government, this building and a new road recently constructed. The committee was formed in 1897 to consider what form the memorial subscribed for by a loyal population should take, and how best to carry their wishes into effect, and now, in the closing months of 1903, having brought their labours to a satisfactory conclusion, they ask to be relieved of their responsibilities. After much discussion it was agreed to have two memorials, one, in reference to the late Queen's well-known predilection for works of mercy, to take the form of a Hospital, and the other, to meet a widely-expressed wish, to be a carriage road to encircle the island. These works were to commemorate, in lasting manner, the sixtieth anniversary of her late revered Majesty's glorious reign. As the scheme for this commemorative original, during the administration of your Excellency's predecessor, Sir William Robinson, I think it will be both interesting and appropriate to briefly recapitulate the circumstances attending the inception of the plan and subsequent creation of these public memorials of the gracious lady who may be justly described as the greatest Queen in history. I will go back to the commencement, when it had been resolved to worthily celebrate, in an enduring manner, this great occasion. Subscribers were invited from the community in 1897 on the understanding that a Hospital for Women and Children and a Nursing Institute should be erected, and that the first section of a road to encircle the main portion of the island of Hongkong should be constructed. These works, I am glad to say, have now been completed, so far as the Hospital and the section of the road are concerned. Many difficulties, which could not have been foreseen by the Committee, have been encountered, necessarily delaying the work, but, as will be seen, they were overcome at length, and we now have the pleasure of recording their completion. The amount available from the sum subscribed after defraying the cost of the local celebrations of the event, was \$182,424.00, and this was divided equally between the two projects, giving for each \$91,212. I propose for the sake of convenience to deal separately with them, and will refer first to the Hospital. The scheme originally provided for the erection of a building in the grounds of the Government Civil Hospital, and included a Nursing Institute, which was to form an adjunct of the staff quarters of that institution. Competitive designs were invited, and were in due course sent in by the local architects, but before any decision had been arrived at regarding these, a letter was received from the Principal Civil Medical Officer arguing that the proposed Hospital should be erected at the Peak and suggesting that "Craigieburn" might be acquired for the purpose. This letter was considered by the committee, and though the suggestion for the purchase of "Craigieburn" was not adopted, there was a consensus of opinion in favour of acquiring a site on the higher levels instead of erecting the building in the Civil Hospital compound. A resolution to the effect that a site not lower than Robinson Road should be selected was accordingly carried. Some difficulty was experienced by the committee in finding a desirable site, but fortunately Barker Road was then under construction, and after examination of those sites available, it was decided to apply to the Government for the ground on which we are now assembled. You, Sir, readily consented to grant the site, and the committee then concentrated its energies on securing the best building possible for the funds at its disposal. Owing to the greater cost of building on the high levels, and the necessity of providing quarters for the staff required, the Committee found that the funds were not sufficient to erect both the Hospital and the Nursing Institute as well. It became necessary, therefore, to refer the matter to the Government, and your Excellency, recognising the difficulty, kindly consented to recommend to the Secretary of State for the Colonies that an adjunct to the Government Civil Hospital be erected for a Nursing Institute. This sanction having been obtained, and the Hospital being now completed, it remains for the Government to carry out your Excellency's recommendation, and speaking for the Committee, I hope no time will

be lost in bringing the scheme to perfection by erecting this adjunct. Having reached this stage, it was hoped that the fulfilment of the scheme for the Hospital would proceed without impediment. The plans and estimates had been prepared by Messrs. Palmer and Turner, whose original design was considered first in order of merit in the competition which had been held for a building in the Civil Hospital grounds; but when tenders were invited they proved so far in excess of the estimates that it seemed impossible to proceed further. After much trouble, a tender was finally obtained at a rate within the funds at the disposal of the Committee, and the work has now, as you see, been successfully completed. The total expenditure upon the Hospital and quarters has been \$118,910.55, and with the interest which has accrued on the principal, we have been enabled practically to meet this sum. There have, however, been some extra incurred—as is the case in every large building—which you, Sir, have kindly undertaken on the part of the Government, to defray, our funds being absolutely exhausted. Turning now to the Road, as I have already stated, one-half of the fund, amounting to \$91,212.00, was allotted for its construction. A considerable period was spent in the making of surveys and preparation of estimates, which were carried out by the Public Works Department, under the guidance of the late Director, Mr. E. D. Ormsby, the work extending from Kennedy Town via Aberdeen, Stanley and Tsimshui to Shatin. When this preliminary work had been completed, Mr. Ormsby reported very unfavourably upon the section of the road which he had surveyed. The carrying out of this scheme was entrusted to Messrs. Denison, and Gibbs, who devised a suitable route for the road, and tenders were received which came within the means apportioned to it, and the work has been satisfactorily concluded. Having thus contributed this section of the Jubilee Road, we now look to the Government to take in hand the completion of the project for a high road that will practically encircle the island, opening up all its many bays to the light of day, and of nature. The total cost of these two works has been \$221,122.55, and I may have pointed out that the delays entailed by the various difficulties encountered have not been without some compensating advantages inasmuch as the interest accumulated on the fund materially augmented our resources and has permitted of the original proposals being carried out in a substantial and workmanlike manner. Having now stated in outline the history of these two Memorial works, it only remains for me to ask your Excellency to be good enough to declare the Hospital open, to effect which purpose I beg to hand you this silver key.

His EXCELLENCY, having accepted the key, said—Sir Paul Chater, ladies and gentlemen, I have listened with great interest to your account of the Road and the Hospital that were rightly decided upon as a fitting memorial of that beloved Queen whose memory will always remain green in our hearts and whose name will go down the ages as the greatest amongst the great Queens of history. The difficulties about the Jubilee Road I remember very well. When I came here to take the foundation stone laid by my predecessor, I found in the presence of a considerable crowd, among them, no doubt, the General Officer Commanding, who instead of opposing the Governor's proposal with his sword—slaying the reasons, and carrying away the bottle with the newspapers—placed there for the enlightenment of future archaeologists, returned to his quarters, took up the mightier weapon, and wrote that the road was a military danger and must not be. Then I remember the time when the controversy arose whether the road should go by Shaukiwan or by Kennedy Town. I know, as you do, how anxious were the half the funds were rather inclined to favour the Shaukiwan Road, which would have given a driving road for about 20 miles. But the Committee were very firm and absolutely decided to have that road from Shaukiwan. Of course I need hardly tell you that with their pertinacity they succeeded in dominating the Government on that point. The argument on the one side was that you would have a driving road round the island, and on the other, that the road would be a military danger, and would come out in the afternoon and would be seen in crowds enjoying the balmy southern western breezes laden with the odours of Cheung Chow. (Laughter.) The real secret of the Committee's determination was never openly stated. I do not know how it got about. It may have been that one of the Committee was, like Cassius, loose of soul, and in his sleep did mutter his affairs. (Laughter.) The real secret I believe was that the Committee had decided to have a road to encircle the island and it will take up all the money we have to make this small bit round Mount Davis, and if we do not spend it on that difficult piece of road we will never see it done. Now we have a very good 10-foot road there at present. So far as we can see it appears to be principally for the purpose of affording an opportunity to the Dairy Farm of sending their milk by the higher and lower levels. It has been completed in part at such a level as would probably shorten the time of the milk being taken to the island and thus leave him an easy victim of the Volunteers or other defenders of that section. (Laughter.) It is true that with the persevering determination that characterises everything in Hongkong, portions of the road after the heavy rains attempted bodily to convey themselves to the sea level, but they were checked back into position by Messrs. Denison and Ram, and now it is a good road and I hope it will be availed of by a large number of people and ultimately will be completed round the island, when I hope it will satisfy all the conditions that were intended. And now, Sir Paul Chater, and ladies and gentlemen, as regards the Hospital—this is a work, I think, against which no caviller could say one word, and I look forward with great pleasure to the unique opportunity of turning the key in the entrance door of a building 1,000 feet above the foundation stone which was laid. I believe, originally near the Government Civil Hospital. (Laughter.) This building with its 41 beds, and situated as it is above the vitiated atmosphere of the crowded city, must be, I am sure, a blessing in the future to the poor people who will be accommodated here. It is a fitting memorial to our late beloved Queen, and I am sure we will all join in wishing it God-speed. I have great pleasure in declaring that it is well and duly opened. (Applause.)

His Excellency then turned the key in the lock and the company entered the Hospital and inspected it.
Refreshments were afterwards served.

POLICE COURT.

Saturday, 7th November.

Before Mr. T. SERCOMBE SMITH (Police Magistrate).

ROBBERY.

Hongkong trespass and robbery and aiding and abetting in the same were the charges which confronted Hai Fong and Wy Long yesterday in this Court.

It appeared that in the early hours of the previous morning the first-named climbed up to the verandah of the first floor of No. 3, Morrison Hill Gap, by means of the waterpipe, and entered the room of Mr. Laing, which he proceeded to ransack. But Mr. Laing was awake and watched the thief's proceedings until the latter took his watch, and then Mr. Laing jumped up, but not in time to capture the man, who fled through the verandah, down the waterpipe and away. Meantime Mr. Laing had rushed downstairs, with other inmates of the house whom he had aroused, and gave chase, catching the thief eventually near the Naval Hospital. The thief on finding himself nearly caught threw away the watch, which was broken. The second accused, who had been stationed as a scout outside the house, had a bolted at the first signs of danger, when he saw his accomplice scrambling for life down the pipe, but was captured later in an opium-den at 64 Stanley Street. The case was conclusively proved against the accused, and it was also ascertained that they were vagabonds and had only been in the Colony a short time.

His Worship sentenced the first accused to four months' hard labour, with six hours in the stocks, and the second accused to one month's hard labour, and three hours in the stocks, the pair of them to be deported at the end of their time.

SHARE REPORT.

Messrs. Erich George & Co. say in their weekly share list, dated Hongkong, 7th November:—

Business still continues very quiet and but few transactions have taken place during the week under review. The sterling demand rate of exchange on London is 1s. 9d. The rates on Shanghai are 1s. 7½ for a 1/2, and 1s. 7½ for three days sight Private Paper.

BANK SHARES.—Hongkong and Shanghai Bank shares have been done at \$630 to \$633, close steady to firm at latter figure; the London rate, after advancing to \$63 10s., has dropped again to \$62. National's are unchanged.

MARINE INSURANCES.—Unions can be placed at \$42½. China Traders, after sales at \$60 to \$61, are steady at the higher rate. North China have sellers at 216. Both Yangtze at \$125, and Cantons at \$175 are more or less nominal.

FIRE INSURANCES.—Without business. Hongkong have sellers at \$20, and Chinas are quiet at \$30. A destructive fire occurred in Manila on the 26th ultimo, but we are glad to say that only one of our local offices had a small loss.

SHIPPING SHARES.—Hongkong, Canton and Macao Steam Boats have been done to a small extent at \$31½, and more shares are on offer; at \$31, however, a fair number of shares can be placed. The Chinese sold at declining rates, from \$76 down to \$74, which latter is the closing quotation; Shanghai quotes sales at 21s. 5½, which is the equivalent of \$74. China and Manilas are on offer at \$19. Dongas appear to be in better favour and, although without sales, the quotation has advanced to \$31. Old Star Ferries can be placed at \$26, while the new shares have sellers at \$16. Shell Transport have been done at 19s. to 18s., and at latter rate shares are wanted.

REFINERIES.—China Sugars sold at \$95, and \$96, and in some demand new sugar sales at \$101/102 for 31st March are also reported. Lardons are offering at \$10.

MINING SHARES.—Lardons without business and unchanged. The result of the crushing during October is 700 tons yielding 51 ounces assayed gold; estimated value \$2,000. The small result was due to collapse of milling power, and the worn out machinery is now being rapidly replaced. The Government had closed the mill pending the erection of tailing dam, but a telegram received on the 31st instant states that the mill started again on that day.

SEVEN STAMPS RUNNING. Charbonnages and Yelous unchanged. A few Ranks sold at \$8, but more shares are on offer; the "Hongkong Telegraph" of 3rd instant prints the general manager's report for the four weeks ended 10th October.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks sold at \$201/202/201, and are wanted at \$202. Hongkong and Kowloon Wharf and Godown Company shares sold at \$85, and a few more are on offer. New Amoy Docks have buyers at \$83. Farman's are unchanged, the latest quotation from the north is 11s. 11½.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Land Investment and Agency Company shares have been parted with at \$153, and while at that rate there are further sellers, shares are unobtainable at \$152. Kowloon Lands, West Point and Hongkong Hotels have not been dealt in and quotations are unchanged. Oriento Hotels fetched \$58, but more shares are on the market. Humphreys' Estates and Finance Company's shares have been fixed at \$103, and a few shares could be got at that figure; an extraordinary general meeting of shareholders has been convened for the 18th instant, to confirm the special resolutions passed at the meeting held on 31st ultimo. At that meeting the Chairman, before putting the resolution to increase of Capital and issue of new shares to the meeting, intimated that the Directors, in view of the tight money market both here and in Shanghai, did not intend to call up more than \$21 per new share for the present, each call to be made payable on the 1st January next.

COTTON MILLS.—Whitcomb business. Shanghai quotations are: Ewo's Tls. 33 sales; Internationals Tls. 32½; Loon Kung Tls. 35, and Saychees Tls. 30. Hongkong Cottons have buyers at \$14½.

MACILLANES.—Green Islands, although \$1½ from Shanghai are reported at \$22½, might be placed here at \$22½. A. S. Watson's have been done at \$14½. Electric have sellers at \$12½ for old and \$6½ for new respectively. Ice Company shares are obtained at \$24½. Steam Water Boats have changed hands at \$15½. China Providents have been done at \$9 and look strong. Watkins have dropped at \$7½ sellers. Other stocks under this heading unchanged. The Dairy Farm Company Ltd. advertised the seventh ordinary yearly meeting of shareholders for the 19th instant, transfer book being closed now till that date.

The Patentes—Macmillan & Cameron, Limited describe A NATIONAL MEMORIAL for their excellent inventions. "Dover Chronicle." THE WATERLEY PEN. THE PICKWICK PEN. THE OWL PEN. THE HINDOO PEN. Sold at all Stationers. Waverley Works, Edinburgh. [2945-2]

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Hongkong, 7th November, 1903.

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PUBLIC COMPANIES

HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40 Queen's Road Central, Victoria, Hongkong, on WEDNESDAY, the 18th day of NOVEMBER, 1903, at NOON, when the subject Resolutions which were passed at a Meeting held on the 31st October, 1903, will be submitted for confirmation as Special Resolutions:—

1. "That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company, at par in the ratio and proportion of one new share for every two old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time or times and in such manner as the Company by its General Managers may hereafter determine."
2. "That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:—'The remuneration of the General Managers shall be a sum not exceeding \$8,000 per annum (which shall cover office rent and salaries of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 10 per cent. of the capital of the Company.'"

Dated this 2nd day of November 1903.
JOHN D. HUMPHREYS & SON,
General Managers.

THE DAIRY FARM COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S TOWN DEPOT, 2, Lower Albert Road, Hongkong, on THURSDAY, the 12th day of NOVEMBER, 1903, at 3 o'clock P.M. for the purpose of presenting the Report of the Directors and Statement of Accounts to the 31st July, 1903.

THE TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 19th day of NOVEMBER, 1903, both days inclusive. By Order of the Board of Directors.
S. A. SEITH,
Secretary.

Hongkong, 2nd November, 1903. [2947]

HUMPHREYS' ESTATE AND FINANCE COMPANY LIMITED.

THE SHARE CERTIFICATE No. 4635 for Fifty shares, numbered 61,531-61,580 inclusive, standing in the register in the name of Capt. DONALD FIDLES TULLOCH, R.A., of Hongkong, having been lost, NOTICE IS HEREBY GIVEN, that unless the said Certificate be produced at the office of the Company, 38 and 40 Queen's Road Central, Victoria, Hongkong, before the 25th November, 1903, a new certificate for the said shares will be issued and the old certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 23rd October, 1903. [2961]

FOR SALE.

THE NEW "SUN" No. 2 ANTI-RIBBON VISIBLE TYPEWRITER.

It is a type-lever Machine, has Anti-Ribbon Linking Mechanism which costs one-tenth the cost of a ribbon, has universal keyboard of 27 keys, and writes altogether 8 characters. It takes in paper 8½ inches and writes a line of 74 inches. It measures 8½ by 11 by 11 inches and weighs 13 pounds unpacked. Beautiful work approaching Print, which is impossible with a Ribbon. A small consignment of above Machines, having just arrived, are offered for Sale at \$135 net.

Easy term of small monthly payments on hire system accepted, on orders only, from scholars and other approved applicants wishing to acquire a machine for learning preparatory to clerkship or otherwise. Circular and Particulars to be had on application.

THE CENTRAL PRINTING OFFICE, No. 2 Coronation Terrace, (Below CADEBY ROAD at the head of ARBURN STREET). Sole Agents for Hongkong & China Hongkong, 22nd October, 1903. [2965]

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(First Floor Watkins Building).

Hongkong, 6th November, 1903. [2841]

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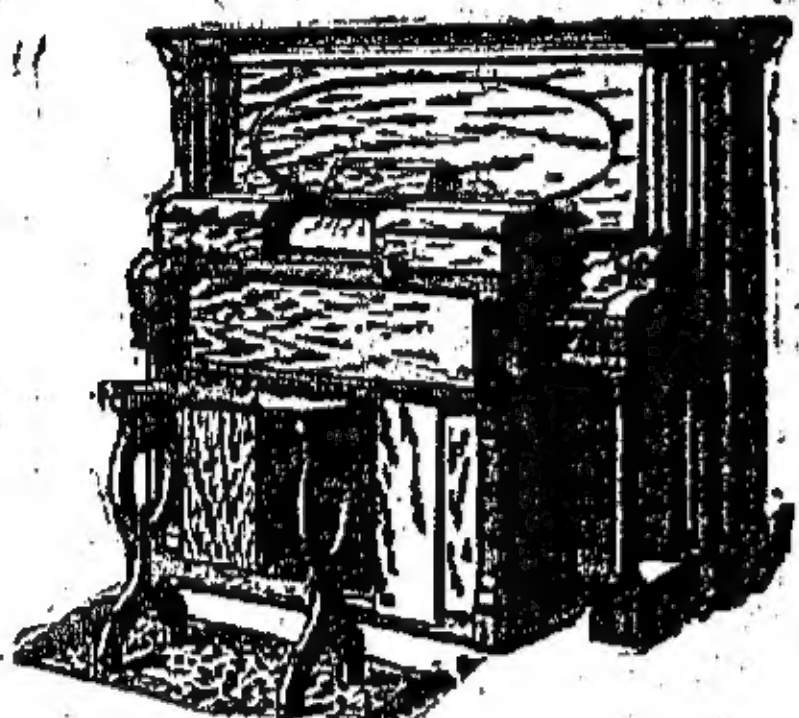
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Mrs. Patti says that "the Apollo never has given her the slightest trouble and that the new concert-grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 15th October, 1903. [2484]

HONGKONG BUSINESS DIRECTORY.

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Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers' Tools, Brass and Iron Merchants, 144, Des Vaux Road.

WATCHMAKERS

DROZ & CO.,
14, Queen's Road Central. Repairs of Watches and Clocks by competent European experts, at moderate rates

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1902 £16,773,771.

I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 687,500
II. FUND... 2,887,215 14 11

The Underigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 18th June, 1903. [1888]

SALAMANDER FIRE INSURANCE COMPANY.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO., Agents.

Hongkong, 2nd April, 1903. [1888]

NEW ZEALAND FIRE INSURANCE COMPANY.

FIRE AND MARINE.

Established 1859.

CAPITAL... £1,000,000.

HAVING been appointed AGENTS for the above Company, we are prepared to issue Policies of Insurance at Current Rates.

REISS & CO., Agents.

Hongkong, 2nd November, 1903. [3069]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [1118]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

Cash Security... £285,719

Total Losses Paid... £28,769,240

THE Underigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO., Agents.

Hongkong, 18th May, 1903. [1449]

PHENIX FIRE OFFICE.

THE Underigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [128]

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates.

HOTZ, JACOB & CO., Agents.

Hongkong, 30th July, 1903. [2160]

THE STATE FIRE INSURANCE COMPANY, LIMITED, OF LIVERPOOL.

THE Underigned AGENTS of the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

W. G. HUMPHREYS & CO., Agents.

Hongkong, 3rd August, 1903. [2185]

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Underigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TUNER & CO., Agents.

Hongkong, 23rd September, 1903. [2-73]

WANTED.

GENTLEMAN wishes Lessons in Russian.

Apply to— E. R.

Care of Daily Press Office.

Hongkong, 2nd November, 1903. [3036]

WANTED.

By a SMART YOUNG GENTLEMAN (Britisher) who has several years of experience and speaks six languages, a position in a Mercantile Firm.

Apply by letter to— BOX 100.

Care of Daily Press Office.

Hongkong, 4th November, 1903. [3057]

KOWLOON.

A LADY wants somebody to share her house with. Mess may be arranged.

Appointment for interview addressed to— M. N.

Care of Daily Press Office.

Hongkong, 3rd November, 1903. [304]

A. LING & CO., FURNITURE STORE.

PLATED GLASS and CROCKERY WARE, &c., and BOOCHOW LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903. [35]

YACHTING.

SATURDAY'S RACE.

The championship class of the Royal Hongkong Yacht Club on Saturday turned out to be the first race towards this season's championship. All four boats, *Dione*, *Vernon*, *Elaph* and *Aileen*, faced the starter. The course lay from Kowloon Police Pier, round Channel Rocks, Black Rock, Meyer's East buoy, Channel Rocks and Black Rock again, and back to Kowloon Police Pier.

The start took place at noon in a light westerly wind—a very light one—and a glance at the harbour revealed bolts of calm and cats' paws. *Elaph*, *Dione* and *Vernon* got away together with a good start, *Aileen* alone being behind at second gun-fire. Spinners were not when crossing the line and main booms slackened well out. Toward's Blackhead's Pier *Vernon* drew ahead, closely followed by *Elaph* and *Dione*, the four boats forming into procession: *Elaph*, *Vernon*, *Dione*, *Aileen*. Entering Hongkong Bay they paired, *Elaph* and *Vernon* leading, and *Dione* and *Aileen* a cable's length behind. There was not enough wind to keep the sails full, and main sheets had to be overhauled to allow the booms to go out to their fullest. *Elaph* and *Vernon*, sailing neck and neck, were farther inshore than the others, so, on altering their course to head for Channey Rocks, the four boats were brought into line. About this time *Vernon* drew a little ahead. Rounding Channey Rocks in close procession the order was *Elaph*, *Aileen*, *Vernon*, *Dione*, and immediately on the other side *Aileen* came up level to *Elaph*. It took one hour from the start to Channey Rocks. The three leading boats were in a bunch when approaching Black Rock; after gybing around it and approaching Kowloon Dock peninsula *Vernon* had a good lead, *Dione* was second, *Aileen* third, and *Elaph* a long way behind. *Elaph* got into a calm belt lost ground beyond recovery. Approaching the kerosene godown *Vernon* distanced herself and a long interval separated all. At Meyer's East buoy the race was two hours old. Heading for Channey Rocks on the second journey *Dione* made an effort to pass *Aileen*, but the latter, favoured with a good slant, recovered her former distance. *Vernon*, who had been gaining ground all the time, rounded Channey Rocks five minutes ahead of *Aileen*, and continued to gain on the passage to Black Rock. Afterwards, of course, there was a tiresome hour's boat home against a wind dead ahead. The result was as follows:

Vernon... 4 42 43

Aileen... 3 58 —

Dione... 4 10 58

Elaph... 4 23 4

The course being ten miles long, the average speed of *Vernon* would be a little more than 2 2/3rd miles per hour. Let us hope the next turn out will be in a spanking breeze.

THE POVERTY OF HONGKONG'S MUSEUM.

A Daily Press representative on Saturday interviewed Mr. H. Wilfrid Walker, a naturalist of many years' experience, now on short visit to Hongkong. In the course of his remarks Mr. Walker mentioned having visited the Hongkong museum, and expressed his surprise at the poor collection therein displayed. To begin with, the birds and lepidoptera are in a very dilapidated condition; and many of the birds have been shockingly stuffed. But the worst fault of all is the misnaming of the birds. For instance, a bird of *Paradise*, *Paradisea Papuana*, is labelled *Paradisea Rubra*, the red bird of Paradise; and another still more glaring mistake is a bee-eater, *Merops Ornatus*, labelled "the blue-tailed humming bird." *Trochilus Cyanurus*, and its habitat said to be Hongkong, when almost everyone knows that the humming birds are peculiar to North and South America, and the West Indies. The residents of Hongkong would be very surprised if they heard that humming birds were found on the island.

When asked whether these were the only mistakes, Mr. Walker replied:

"No; there are plenty of others, but these two are the most ridiculous."

"What do you think of the animals?"

"They are most unnatural, being stuffed."

Apply to— E. F. DANENBERG Manager.

KOWLOON ROTISSERIE.

No. 31, ELGIN ROAD, Kowloon (Two doors next to Kowloon Hotel).

Meals à la Carte, Steaks, Chops, &c., &c., at any time between 7 a.m. and 11/3 p.m. Monthly Arms on application.

Hongkong, 6th October, 1903. [2758]

MADAME FLINT & CO.

LA MADE DE PARIS.

MILLINERY and DRESSMAKING.

CONNAUGHT HOTEL, Rooms 4 and 5.

Hongkong, 2nd June, 1903. [2554]

FROM LONDON TO SHANGHAI BY WAY OF

Hall, Alexandrow, Moscow, Delny.

Brindisi or Naples and Suez Canal.

Canada, Quebec, and Vancouver.

Fares in roubles.

Length of journey in Days.

Fares in roubles.

Length of journey in Days.

Fares in roubles.

Length of journey in Days.

407 Rls. 17c. 18 to 19 742 to 780 31 to 32 637 to 707 31 to 33

NOTICE.—These fares include board both on steamers and railways, according to experience at the estimated rate of about Rls. 6 per day for first-class passengers.

Express trains on the Chinese Eastern Railway run twice a week and are connected both with the Chinese Eastern Railway Company's Express steamers to Shanghai and Nagasaki, and Siberian Express trains.

In future Express trains will be increased in number in accordance with request.

The details of time tables are given in the Russian Official Guide of Railways, steamers and other Passenger Services.

For further particulars please apply to

F. VARAWA, AGENT, CHINESE EASTERN RAILWAY CO., 10, THE BUND, SHANGHAI.

28th October, 1903. 2895

CHINESE EASTERN RAILWAY CO.

TRANS-SIBERIAN TRAIN SERVICE.

Shanghai to London in 18 days.

WITH the opening of the through passenger service from and to the stations of the Russian Railways, and the stations of the Chinese Eastern Railway, and by connection of the Russian Railways with the Western European Railways, a new way is opened which offers indisputable comfort to all passengers going from the principal places of Western Europe to China and Japan, and vice versa.

Express trains, comfortably arranged, have the first and second class sleeping cars of latest type, restaurant cars and other accommodations, which modern technical knowledge can only afford.

In addition to this from an economical point of view the new way gives considerable economy both in time and money, which in our time, when "time is money" is doubly important.

This economy is evident from the following table in which are shown first-class fares and time occupied by the journey from London to Shanghai by different ways, viz:

Apply to— E. F. DANENBERG Manager.

KOWLOON ROTISSERIE.

No. 31, ELGIN ROAD, Kowloon (Two doors next to Kowloon Hotel).

Meals à la Carte, Steaks, Chops, &c., &c., at any time between 7 a.m. and 11/3 p.m. Monthly Arms on application.

Hongkong, 6th October, 1903. [2758]

MADAME FLINT & CO.

LA MADE DE PARIS.

MILLINERY and DRESSMAKING.

CONNAUGHT HOTEL, Rooms 4 and 5.

Hongkong, 2nd June, 1903. [2554]

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Canada, Quebec, and Vancouver.

Fares in roubles.

Length of journey in Days.

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407 Rls. 17c. 18 to 19 742 to 780 31 to 32 637 to 707 31 to 33

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The details of time tables are given in the Russian Official Guide of Railways, steamers and other Passenger Services.

For further particulars please apply to

F. VARAWA, AGENT, CHINESE EASTERN RAILWAY CO., 10, THE BUND, SHANGHAI.

28th October, 1903. 2895

NELISTA CIGARETTES.

IF YOU SMOKE TURKISH CIGARETTES, SMOKE THE BEST
NELISTA CIGARETTES ARE MANUFACTURED FROM THE CHOICEST
TURKISH TOBACCO, PACKED IN AIR-TIGHT TINS OF FIFTY.

MANUFACTURED BY—

W. D. & H. O. WILLS' BRANCH,

BRITISH-AMERICAN TOBACCO
COMPANY, LD.

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE,

PLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHAIWEL.

AGENTS—

JARDIN, MATHESON & CO.

BUTTERFIELD & SWIRE,

Agents

LONDON AND LANCASHIRE

ROYAL EXCHANGE

PALATINE

ORIENT

Fire Insurance Companies.



Hongkong, 18th August, 1903

[1831-2]

JAPAN COALS.

MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Siam, Java, Manila, Amoy, Shanghai, Chefoo, Cienfuegos, Port Arthur, Seoul, Changhai, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasabe, Maizuru, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Code)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokkaido, Honshu, Kanagawa, Fukuoka, Yamaguchi, Hiroshima, Settsu, Sasahara, Teikoku, Yoshino, Yashio, Yano, and other Coals.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN
NORTH AND SOUTH AMERICAN WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th November.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 21st November.
GLASGOW and LIVERPOOL	"PELEUS"	On 28th November.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"YANGTSE"	On 12th December.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"TANTALUS"	On 10th November.
LONDON and ANTWERP	"NINGCHOW"	On 24th November.
LONDON and ANTWERP	"POLYPHEMUS"	On 8th December.
LONDON and ANTWERP	"HYSON"	On 15th December.
LONDON and ANTWERP	"ACHILLES"	On 22nd December.
LONDON and ANTWERP	"PROMETHEUS"	On 29th December.
LONDON and ANTWERP	"DARDANUS"	On 5th January.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"OANEA"	On 11th November.
	"PELEUS"	On 30th November.

The s.s. "ULYSSES" has arrived, and leaves for Shanghai to-day.
The s.s. "NINGCHOW" from Tacoma via Japan is due here on the 15th inst.
For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 9th November, 1903. [10-12]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
CHINKIANG DIRECT	"HANGCHOW"	On 9th Nov. 5 P.M.
TIENSIN	"KWEIYANG"	On 9th November.
SHANGHAI and DALNY	"NINGPO"	On 10th November.
MANILA	"SUNGKIANG"	On 11th November.
KOBE	"CHANGSHA"	On 13th November.
MANILA	"TSINAN"	On 17th November.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 7th November, 1903. [11]

TOYO KISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.
Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date.
"DOHILLA MARU"	Ernest Bent...	3869	Wednesday, 11th November, at 11 A.M.
"ROSETTA MARU"	H. S. Smith	3876	Saturday, 14th November, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House
Street.
K. NAKASHIMA, Manager.
Hongkong, 9th November, 1903. [17]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE, BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADIAN
AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).		
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 18th Nov. 1903
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 18th Dec.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 13th Jan. 1904
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th Jan.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 10th Feb.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 24th Feb.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 9th Mar.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 30th Mar.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 20th April
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th April
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 11th May.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through
the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA
to VANCOUVER (B.C.) in 12 DAYS "TARTAR" and "ATHENIAN" 14 DAYS, saving
THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver
with the CANADIAN OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY,
which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC
WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax,
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the
Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and
Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at Chicago World
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CABS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to—
D. E. BROWN, General Agent,
Fideler Street.

JAVA-CHINA-JAPAN LINE

HEAD AGENT—R. HISSCHOP, 3, DUNDRELL ST., HONGKONG.
REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAVA PORTS via MACASSAR	November 12	{ SHANGHAI, KOBE & YOKOHAMA }	November 16
TJIMAH	Do.	December 2	Do.	December 7
TJIPANAS	KOBE and YOKOHAMA	November 21	SINGAPORE, JAVA PORTS & MACASSAR	November 24

The Steamers are all fitted throughout with Electric Light and have superior accommodation
for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,

HOTZ, S'JACOB & CO.
Telephone No. 201.

Hongkong, 9th November, 1903.

NAVIGAZIONE GENERALE
ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGA-
PORE AND PENANG.

Having connection with Company's Mail Steam-
ers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN and GENOA,
also VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE and
SOUTHERN AMERICAN Ports up to CALI-
FORNIA. Taking Cargo at through rates to PERSIAN
GULF and BAGDAD, also BARCELONA,
VALENCIA, ALICANTE, ALMERIA and
MALAGA.

THE Steamship

"ISCHIA."
Captain Maganzini, will be despatched as above
on FRIDAY, the 13th instant, at NOON.
At Bombay the Steamer is discharging in
Victoria Dock.

For further particulars regarding Freight
and Passage, apply to

CARLOWITZ & CO.,
Agents.

Hongkong, 6th November, 1903. [4]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at PORT DARWIN and QUEEN-
SLAND PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND, TASMANIA,
&c.

THE Steamship

"EMPIRE."
Captain P. T. Helms, will be despatched for the
above ports on WEDNESDAY, the 18th
November, at NOON.

This well-known Steamer is specially-fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the
Electric Light.

A stewardess and a duly qualified surgeon
are carried.
N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 22nd October, 1903. [2954]

THE AMERICAN ASIATIC STEAM-
SHIP COMPANY.

STEAMSHIP SERVICE FOR NEW
YORK VIA THE SUEZ CANAL.

THE Steamship

"HERMISTON," Captain W. T. Bain,

will be despatched on or about WEDNESDAY,
the 18th NOVEMBER.

For Freight, &c., apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd October, 1903. [2955]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRITISH
INDIA, SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS.)

THE Company's Steamship

"NIPPON."

Captain Klausberger, will be despatched as above
on FRIDAY, the 20th November, P.M.
For information as to Passage and Freight,
apply to

SANDER, WISLER & CO.,
Agents.

Hongkong, 26th October, 1903. [3]

FOR KOBE, NAGASAKI AND
VLADIVOSTOK.

THE Steamship

"KOWLOON."

Captain Stehr, will be despatched for the above
ports on FRIDAY, the 13th November, at 5
P.M.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 30th October, 1903. [30]

NATAI LINE OF STEAMERS.

THE Undermentioned GENERAL AGENTS
in CHINA AND JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CANTON every fortnight.

For Freight and further particulars,
apply to—

DODWELL & CO. LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897.

BUDWEISER BEER

EXTRA PALE LAGER IN CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.
ANHEUSER BUCHS BREWING
ASSOCIATION, ST. LOUIS.



This Beer is brewed of best Sanzer Hops and
finest Barley Malt only, and warranted not to
contain Chemicals in any form.
The Beer is sterilized after being bottled, and
full mature age insures its fine condition in any
climate. Beautifully bright, seductively spark-
ling, and perfectly pure.

F. BLACKHEAD & CO.,

Sole Agents.
Hongkong, 25th July, 1903. [2113]



CLEANSE YOUR BLOOD

WITH GRIMAULT & Co's

SARSAPARILLA!

For eruptions, scrofula, boils, ulcers,
sores, carbuncles, pimples, blotches,
and all disorders originating in vitia-
ted blood, this medicine is the most
reliable and most economical and
contains no mercury or dangerous
minerals. No other blood-purifier gives
equal satisfaction or is so universally
in demand.

GRIMAULT & Co

8, rue Vivienne, PARIS (France)

Sold by all dealers.

Established 1719.

CHAMPAGNE GREGUERS AND
SHIPPERS.

Ship only the Finest Quality
Extra Dry (Green Seal)

LAUTS, WEGENER & Co.,
Sole Agents.

Hongkong, 18th May, 1903.

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